

AMENDED IN SENATE AUGUST 7, 2006

AMENDED IN ASSEMBLY MAY 3, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 3023

Introduced by Assembly Member Nunez

February 24, 2006

An act to add Section 6254.23 to the Government Code, and to add Section 7662 to, and to add Article 7.3 (commencing with Section 7665) to Chapter 1 of Division 1 of, the Public Utilities Code, relating to railroads.

LEGISLATIVE COUNSEL'S DIGEST

AB 3023, as amended, Nunez. Railroads: safety.

(1) The existing Federal Rail Safety Act (FRSA) authorizes the Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the Secretary of Transportation or Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that to the extent practicable, laws, regulations, and orders related to railroad safety and laws, regulations, and orders related to railroad security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security

until the Secretary of Transportation (with respect to railroad safety matters), or the Secretary of Homeland Security (with respect to railroad security matters), prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce.

Existing law establishes the safety division of the Public Utilities Commission. The safety division is responsible for inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads and public mass transit guideways, and for enforcing state and federal laws, regulations, orders, and directives relating to transportation of persons or commodities, or both, of any nature or description, by rail. Existing law requires the commission to require every railroad corporation operating in this state to develop a protocol for rapid communications with certain entities in an endangered area if there is a runaway train or any other uncontrolled train movement that threatens public health and safety. Existing law requires a railroad corporation to promptly notify those entities if there is a runaway train or other uncontrolled train movement, in accordance with the communications protocol developed.

This bill would impose certain requirements on a railroad corporation regarding signage, markers, and flagging systems. The bill would require a railroad corporation to notify the commission and the collective bargaining representative of any affected employee of any new utilization of remote control locomotives in the state, on or after January 1, 2007. The bill would require a railroad corporation to provide immediate notification to the Office of Emergency Services (*OES*) of specified accidents, incidents, and other events that are required to be reported to the Federal Railroad Administration's National Response Center.

(2) This bill would enact the Local Community Rail Security Act of 2006. The act would require every operator of rail facilities, by July 1, 2007, to provide, to ~~local and state law enforcement personnel, emergency personnel, transportation officials and other first responders~~ *the commission and the OES*, a risk assessment of all rail

facilities in the state that includes specified information. *The act would authorize the OES to provide the risk assessment to other law enforcement or emergency personnel.* The act would require every rail operator, by January 1, 2008, to develop and implement an infrastructure protection program to protect rail infrastructure in the state from acts of sabotage, terrorism, or other crimes. The act would require each rail operator in the state to provide a copy of its infrastructure protection program to the commission and the ~~Office of Emergency Services (OES)~~ and would require the commission and OES to keep this information confidential. The act would require the commission, *in consultation with the OES*, to review the infrastructure protection program and would authorize the commission to order a rail operator to improve, modify, or change its program. The act would authorize the commission to fine a rail operator up to \$50,000 per day for failure to comply with these requirements or an order of the commission. The act would adopt specific requirements for facilities that handle cargo that passes within 15 miles of a community facility and would authorize the commission to fine a rail operator up to \$50,000 per day for failure to comply with these requirements or an order of the commission. The act would require that rail operators provide communications capability that can accomplish certain tasks. The act would prohibit a rail operator or other covered person from undertaking any act to punish an employee who reports a violation of the act and ~~provides~~ *would provide* that an employee subjected to punishment for reporting a violation may seek civil damages of up to \$1,000,000, in addition to any other remedies the court deems appropriate.

(3) Under the California Public Records Act, certain public records are required to be made available for public inspection.

This bill would exempt from public disclosure, a railroad infrastructure protection program filed with the commission or the OES pursuant to the requirements of the act.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 6254.23 is added to the Government
2 Code, to read:

6254.23. Nothing in this chapter or any other provision of law shall require the disclosure of a railroad infrastructure protection program filed with the Public Utilities Commission and the Office of Emergency Services pursuant to Section 7665.4 of the Public Utilities Code.

SEC. 2. Section 7662 is added to the Public Utilities Code, to read:

7662. (a) (1) A railroad corporation shall place appropriate signage to notify an engineer of an approaching grade crossing, consistent with federal law.

(2) Whistle post signs shall be deemed to satisfy this requirement.

(b) (1) Whenever a railroad issues written or verbal instructions to employees that may restrict or stop train movements because of track conditions, structures, persons, or equipment working, appropriate flags that are readily visible and easily recognizable to the crews on both passenger and freight trains shall be displayed as quickly as practicable. Yellow flags shall be used for temporary speed restrictions, consistent with paragraphs (2) and (3). Yellow-red flags shall be used, consistent with ~~paragraph (4)~~ *paragraphs (4) and (5)*, when a train may be required to stop.

(2) Yellow flags shall be used to warn trains to restrict movement because of track conditions or structures. Except as provided in paragraph (3), a yellow flag shall be displayed two miles before the restricted area in order to ensure that train movement is restricted at the proper location.

(3) When the restricted area is close to a terminal, junction, or another area, the yellow flag may be displayed less than two miles before the restricted area. This information shall be included in the written instructions to employees issued pursuant to paragraph (1).

(4) Yellow-red flags shall be used to warn trains to be prepared to stop because of men or equipment working. A yellow-red flag shall be displayed two miles before the restricted area in order to ensure that the train is prepared to stop at the proper location.

(5) When the restricted area is close to a terminal, junction, or other area, the yellow-red flag may be displayed less than two miles before the restricted area. This information shall be

1 included in the written instructions to employees issued pursuant
2 to paragraph (1).

3 (6) Flags shall be displayed only on the track affected and
4 shall be displayed to the right side of the track as viewed from
5 the approaching train. The flags shall be displayed to protect all
6 possible access to the restricted area.

7 (c) A railroad corporation shall provide milepost markers to
8 train crews at accurate one-mile intervals. The markers shall be
9 readily visible to the locomotive engineer within the locomotive
10 cab, and shall be kept in good repair and replaced when
11 necessary.

12 (d) A railroad corporation shall place whistle signs to the right
13 of the main track in the direction of approach, exactly
14 one-quarter mile from the entrance to any grade crossing as a
15 point of reference for locomotive engineers who blow the whistle
16 and ring the bell for these grade crossings as a warning to the
17 public. The signs, which shall consist of an “X” or “W” or other
18 identifiable mark or symbol on a square plate mounted on a post,
19 shall be readily visible to a locomotive engineer within the
20 locomotive cab, shall be kept in good repair, and shall be
21 replaced when necessary.

22 (e) A railroad corporation shall place permanent speed signs to
23 the right of the track in the direction of approach, two miles in
24 advance of the point where the speed is either increased or
25 decreased for both passenger and freight trains. The signs shall
26 be readily visible to a locomotive engineer within the locomotive
27 cab, shall be kept in good repair, and shall be replaced when
28 necessary.

29 (f) A railroad corporation shall notify the commission and the
30 collective bargaining representative of any affected employee of
31 any new utilization of remote control locomotives in the state, on
32 or after January 1, 2007.

33 (g) A railroad corporation shall provide immediate notification
34 to the Office of Emergency Services of accidents, incidents, and
35 other events, concurrent with those provided to the Federal
36 Railroad Administration’s National Response Center, as required
37 by Part 225.9 of Title 49 of the Code of Federal Regulations.

38 SEC. 3. Article 7.3 (commencing with Section 7665) is added
39 to Chapter 1 of Division 4 of the Public Utilities Code, to read:

1 Article 7.3. Local Community Rail Security Act of 2006

2
3 7665. (a) This article shall be known, and may be cited, as
4 the Local Community Rail Security Act of 2006.

5 (b) The Legislature declares that the purpose of this act is to
6 provide for the security and safety of local communities and local
7 community facilities, to protect local communities from
8 transportation practices that fail to secure rail facilities and
9 equipment from the threat of terrorism, and to ensure proper
10 communication between the owners and operators of rail
11 facilities and equipment with local and state first responders.

12 (c) The requirements of this article shall apply to rail
13 operators, any contractors or subcontractors working on the
14 facilities of the rail operator, and any other individual or
15 corporation performing work on rail facilities in the state. All
16 employees of railroad contractors or subcontractors, and any
17 other individual or corporation performing work on rail facilities
18 in the state, shall receive training adequate to make them as well
19 trained as employees of a rail operator, and shall be required to
20 undergo the same background, skills, and fitness for duty checks
21 as employees of the rail operator.

22 7665.2. By July 1, 2007, every operator of rail facilities shall
23 ~~provide to local and state law enforcement personnel, emergency~~
24 ~~personnel, transportation officials and other first responders, a~~
25 *provide to the commission and the Office of Emergency Services,*
26 *a risk assessment of all rail facilities in the state. The risk*
27 *assessment shall describe:*

28 (a) All rail facilities and their functions.

29 (b) The types of cargo that move through the facilities.

30 (c) Any hazardous cargo that moves through the facilities,
31 including the quantities of hazardous cargo.

32 (d) Any storage of hazardous cargo in rail facilities.

33 (e) The distance from rail facilities that transport or store
34 hazardous cargo to community facilities, including schools,
35 hospitals, and nursing homes.

36 (f) A description of the practices of the rail operator to prevent
37 acts of sabotage, terrorism or other crimes on rail facilities.

38 (g) All training programs that the rail operator requires for its
39 employees.

1 (h) The emergency response procedures of the rail operator to
2 deal with acts of sabotage, terrorism, or other crimes.

3 (i) The procedures of the rail operator to communicate with
4 local and state law enforcement personnel, emergency personnel,
5 transportation officials, and other first responders, in the event of
6 acts of sabotage, terrorism, or other crimes.

7 7665.3. *The Office of Emergency Services may provide the*
8 *risk assessment provided pursuant to Section 7665.2 to other law*
9 *enforcement or emergency personnel.*

10 7665.4. (a) By January 1, 2008, every rail operator shall
11 develop and implement an infrastructure protection program to
12 protect rail infrastructure in the state from acts of sabotage,
13 terrorism, or other crimes.

14 (b) (1) The infrastructure protection program shall provide for
15 the security of all critical infrastructure, including all points of
16 vulnerability of the rail system that handle hazardous cargo,
17 bridges, tunnels, and signal systems.

18 (2) The infrastructure protection program shall provide
19 training to personnel of the railroad operator to ensure that the
20 railroad personnel are trained and equipped to prevent acts of
21 sabotage, terrorism, or other crimes, and to respond in the event
22 of acts of sabotage, terrorism, or other crimes.

23 (c) The infrastructure protection program shall include
24 provisions to accommodate regularly scheduled and
25 unannounced inspections by the commission's Rail Safety
26 Operations Branch personnel trained to determine the condition
27 of the rail facilities and the vulnerability of the rail facilities to
28 acts of sabotage, terrorism, of other crimes, of all rail facilities,
29 including rights-of-way, yards, and other facilities, that handle
30 hazardous cargo that move within 15 miles of community
31 facilities, including schools, hospitals, and nursing homes.

32 (d) Each rail operator in the state shall provide to the
33 commission and the Office of Emergency Services a copy of its
34 infrastructure protection program. Notwithstanding Chapter 3.5
35 (commencing with Section 6250) of Division 7 of Title 1 of the
36 Government Code, the commission and the Office of Emergency
37 Services shall keep this information confidential.

38 (e) The infrastructure protection program shall be updated by
39 the rail operator at least once every year, and the updated plan
40 submitted to local and state law enforcement personnel,

1 emergency personnel, transportation officials and other first
2 responders.

3 (f) The commission, *in consultation with the Office of*
4 *Emergency Services*, shall review the infrastructure protection
5 program and may order a rail operator to improve, modify, or
6 change its program to comply with the requirements of this
7 article.

8 (g) The commission may fine a rail operator up to fifty
9 thousand dollars (\$50,000) per day for failure to comply with the
10 requirements of this section or an order of the commission
11 pursuant to this section.

12 7665.6. (a) Every rail operator shall, for all facilities that
13 handle hazardous cargo that passes within 15 miles of a
14 community facility, do all the following:

15 (1) Secure all facilities that handle or store hazardous
16 materials by providing adequate security personnel.

17 (2) Store hazardous materials only in secure facilities designed
18 for storage, which shall not include mainline, branch, industrial,
19 or passing tracks not so designed or retrofitted.

20 (3) Shall not leave locomotive equipment running while
21 unattended, or leave any unattended locomotive equipment
22 unlocked.

23 (4) Shall ensure that the cabs of occupied locomotives are
24 secured from hijacking, sabotage, or terrorism.

25 (5) Shall not use remote control locomotives to move
26 hazardous materials over a public crossing unless the remote
27 control operator is able to maintain line-of-sight visibility of the
28 public crossing and visually ensure that all automatic
29 highway-rail grade crossing warning devices are functioning as
30 intended, and it is safe for the train movement to enter the public
31 crossing.

32 (6) Shall secure remote control devices to prevent access to
33 those devices by unauthorized personnel.

34 (7) Shall ensure that all employees of a rail facility that
35 transport hazardous materials within 15 miles of a community
36 facility receive training relative to security, shipment of
37 hazardous materials, and terrorism prevention at least once every
38 12 calendar months.

39 (b) The commission may fine a rail operator up to fifty
40 thousand dollars (\$50,000) per day for failure to comply with the

requirements of this section or an order of the commission pursuant to this section.

7665.8. Every rail operator shall provide communications capability that can accomplish all of the following:

(a) Timely alerting local and state law enforcement personnel, emergency personnel, transportation officials and other first responders in the event of sabotage, terrorism, or other crimes. Railroad radios do not satisfy the requirements of this section.

(b) Timely provide bridge tenders on moveable bridges the ability to alert local and state law enforcement personnel, emergency personnel, transportation officials and other first responders in the event of sabotage, terrorism, or other crimes.

(c) Notify rail workers of the local or national threat level for the rail industry.

7666. No rail operator or any other person covered by this article may act to punish an employee who reports a violation of this article. An employee against whom a punitive action is taken may seek civil damages of up to one million dollars (\$1,000,000) from any employer that acts to punish an employee who reports a violation of this article, in addition to any other remedies the court deems appropriate.

7667. The provisions of this article are severable. If any provision of this article or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

CORRECTIONS:

Text — Pages 6 and 7.